

Birmingham City Council
Notes of the meeting of the Longbridge Ward Forum
Thursday 3 March 2016 at 6.30pm at
The Meadows Primary School, Bristol Road South

Present: Councillor Andy Cartwright (Chair), Councillor Ian Cruise and Richard Burden M.P.

Sergeant Khan, West Midlands Police
Karl Randal, Senior Engineer
Kay Thomas, Community Governance Manager
Duncan Mackay, Land Director Bloor Homes

There were 150+ residents also in attendance

1. **Notice of Recording** – Noted
2. **Apologies** – None submitted
3. **Petition** – Petition submitted opposing The Meadows Primary School ‘kiss and drop’ point in Bodenham Road. **Councillor Cartwright to submit to City Council.**
4. **LOCAL POLICE ISSUES UPDATE**

Sergeant Rafiq Khan provided updates on the 3 priorities for the Ward as set by the Police Tasking Group – speeding on Frankley Beeches Road, drug use and drinking in the Frankley area and a series of covert and overt operations taking place to tackle specific issues. An invitation was extended to all to attend the NTG meeting on 22 March – contact Sgt Khan for details.

Concern expressed by many residents re security across the Golf Course when the Club closed. Sergeant Khan said this was a matter for the land owners but that he would be speaking to the Golf Club/Bloor Homes regarding their intentions.

Residents referred to the parking chaos around The Meadows Primary School and that especially in Bodenham Road and Hanging Lane police patrols were required to prevent double parking and in some cases triple parking. Josiah Road and Docker Road also suffered similar problems.

2. **PARKING ISSUES AROUND THE MEADOWS PRIMARY SCHOOL**

Karl Randal introduced and explained the consultation and proposals for measures around The Meadows Primary School to assist with the parking problems as follows;

- Consultation had taken place with residents in Bodenham Road and Hanging Lane and the following suggestions had been made;
 - Verge protection
 - School keep clear markings and zig zags
 - One way system
 - Introduction of 20mph zone
 - Barriers
 - Planters

There was £200k available to implement the above measures.

Residents then asked the following questions and commented on the proposals/issues;

- A meeting had been held with the school previously and it had been suggested that only the main school gates be opened and the others closed – this was a costless way of solving the problems
- Concern expressed regarding the implications of double kerbs on driveways as many were narrow and driving in and out could be affected.
- Enforcement was the key – if tickets were issued over a sustained period of time people would stop parking illegally
- Measures taken in Bodenham Road and Hanging Lane would only serve to push the problem into neighbouring roads
- Concern expressed regarding access being blocked to emergency vehicles by inconsiderate parking.
- The central reservation could be cut away to make parking bays to resolve parking problems on residential streets.
- It would be too dangerous to park on the central reservation as the road was too busy, it would not be aesthetically pleasing, there were too many utilities under the surface – double kerbing was a better solution
- When plans to enlarge the school had been unveiled concern had been expressed about parking but residents had been advised that the School would hire the field at Reynolds & Reynolds to use as a 'stop and drop' but this had not been progressed.
- Plans for Farren Road
- Walking to school should be encouraged
- The School did regularly send letters home with pupils reminding parents to park considerately but could not be blamed if parents ignored the requests.
- The School had advised that Mr Khan from the King Khan restaurant had offered use of the car park at dropping off and picking up times but nothing had come of this.
- The corner of Bodenham Road/ Bristol Road South by One Stop was very dangerous and it was suggested that a service road be put in which could also be used for One Stop deliveries.
- Reference made to Solihull Council's recently reported no parking pilots around schools.
- The School had exacerbated the parking problems by introducing the 'Kiss and Drop' in Bodenham Road
- Work undertaken by Councillors was appreciated.

Councillor Cartwright undertook to speak to Mr Khan of King Khan restaurant with a view to the school using the car park.

The following responses were given to some of the points raised;

- Closing the school gates had been discussed with the Governors and consideration had been given to doing this for a trial period however caution had been expressed that while this might solve the problem initially, once the gates re-opened the problems were likely to re-appear by which time the money allocated for a permanent scheme might no longer be available.
- Any double kerbs would take account of the width of driveways and would not interfere with access

- The zig zag markings would be 46m long and would be laid to suit the environment
- The idea of planters had been suggested by residents
- If all of the measures were implemented together they would be effective.

ACTION:- The Chair said that traffic needed to be taken away from the school and therefore the use of Reynolds & Reynolds land as a drop off point would be the most effective solution. He therefore suggested and it was agreed that the situation and solutions needed to be re-visited and that the Northfield District Engineer and Senior Highway officer attend a further meeting to consider options. Richard Burden M.P. added that the School needed to be involved with the proposals as well as residents. A clear progress report setting out the situation with Reynolds & Reynolds, King Khan, the schools travel plan etc was needed together with timescales.

3. NORTH WORCESTERSHIRE GOLF COURSE PROPOSALS

Duncan Mackay, Land Director, Bloor Homes together with Simon Horley & Dan Angell presented the plans for the development proposals for the North Worcestershire Golf Course. Details were available on their website. A public consultation meeting had been held previously and resident's comments acted upon. It was acknowledged that the site was not in the Local Plan but Birmingham had identified a need for 80,000 new homes and to accommodate this green belt sites on the edge of the City were being considered. The Golf Course was not a green belt site but was well placed for education, work and transport and development of the site would off set the need to use green belt. Details of additional community facilities that could be provided as part of the development were provided, including new community hub, church and education provision.

Residents then asked the following question/made the following comments;

- Concern expressed regarding localised flooding, therefore Bloor Homes requested to increase the capacity for intervention from minimum to maximum to protect the local area if planning permission was granted.
- It should not be assumed that planning permission would be granted
- The development would add to the already extensive traffic congestion at the Bristol Lane/Tessall Lane junction and Josiah Road would become a cut through
- It was not clear who owned the land and what would become of it once the Golf Club closed if not developed for residential purposes.
- Residents wished the land to be retained as a park/nature reserve
- The land had been bequeathed by George Cadbury and the prospect of it being developed was wrong
- Concern was expressed regarding the number of houses proposed – originally it had been 800 but now 1000 were being discussed
- Development of the site would lead to the loss of trees and homes for nature and wildlife which was to be condemned. The green space needed to be retained as the 'lung' for the area.
- The Longbridge area had been subject to numerous housing developments over the years and development around the town centre/Rover site was continuing and a

further 1000 houses could not be sustained. There needed to be some open space and home for wildlife etc.

- The traffic survey was based on 2011 data but hundreds of homes had been built in the area since and therefore more recent data was required.
- The local medical centre was at saturation point and based on the figures suggested there would be at least an additional 3000 more people living in homes at the development and the local infrastructure could not cope.
- Fleet & Waste Management could not cope with demand at present.
- Frankley Beeches Road was already a 'race track' and the proposed entrances to the development were onto that road which would serve to exacerbate the problems
- Even if a new primary school was built this would not help with secondary school places for the area
- There were other developments that were not due for completion for a further 5 years so how could the impact of these new properties be taken into account when assessing the impact of the Golf Course development? Local amenities were already struggling.
- Concern expressed regarding the security of the Golf Course when the Club closed and who would be responsible.

The Chair in opposition to the proposed development said that Longbridge was at saturation point with new developments and that a proposal to build 1000 new homes in the area could not be sustained therefore any application to build on the Golf Course should be refused.

Councillor Cruise read from an email received from the Director of Planning and Regeneration in response to the consultation undertaken by Bloor Homes stating that there was no reference to the Golf Course in the Birmingham Development Plan in accordance with the Cabinet decision. It was not a site being promoted for housing development by the City Council to meet its housing requirements but Bloor Homes had objected to this decision and it was now under consideration by the Government Inspector. Any planning application submitted would have to follow due process.

Duncan Mackay made the following responses;

- The comments made by residents had been fully noted and would form part of the consultation
- Flooding issues were being considered
- The houses built would include affordable housing and those for first time buyers/small families
- The traffic assessment was being completed and would then be scrutinised by the City Council and if inadequate would have to be reassessed.
- The consultation had been held to better understand how best to shape the development but there was no pre-determination as the City Council would hold its own consultation when a planning application had been submitted.
- As part of any planning application the impact on the local community had to be offset through a financial contribution
- The golf course was still owned by the Golf Club and therefore responsibility for security rested with the Club but a note had been made to have an urgent discussion with the Club regarding security arrangements and the outcome would be shared with the Chair.

Richard Burden M.P. commented it was obvious from the strength of feeling that the proposal was not popular but the Golf Club was closing and there needed to be a discussion regarding what happened in relation to security etc in the interim, when a planning application had been submitted and beyond. Residents also needed to know if their views would be taken into account and who would decide on what community facilities would be built etc. The management of the next phase was very important and communication was key

The Chair thanked the team from Bloor Homes for attending and answering questions.

Meeting ended at 8.35pm